

HOUSE BILL 4466

MICHIGAN HOUSE OF REPRESENTATIVES
COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE

MAY 16, 2017

PRESENTATION BY

JIM SANTILLI
CHIEF EXECUTIVE OFFICER
TRANSPORTATION IMPROVEMENT ASSOCIATION



WHY DO WE CRASH?



WHY DO WE CRASH?

- Driver inattention
 - Visual
 - Manual
 - Cognitive
- Poor judgement
 - Speed too fast for conditions
 - Misjudging the distance of oncoming traffic
- Driver fatigue




2016 PRELIMINARY DATA


Crash Type

- 53 uncoded
- 96,893 single
- 3,366 head-on
- 7,046 head-on/lt
- 45,257 angle
- 79,699 r-end
- 3,179 r-end/lt
- 2,648 r-end/rt
- 33,374 ss-same
- 5,522 ss-opp
- 2,431 back
- 15,161 other
- 1,591 unknown

Total: 296,320



SOURCE: MICHIGAN STATE POLICE




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HUMAN ERROR IS THE CAUSE OF THE MAJORITY OF THE CRASHES

DISTRACTED DRIVING & TEXTING LAWS



TIA

Currently, 46 states, D.C., Puerto Rico, Guam and the U.S. Virgin Islands ban text messaging for all drivers.

All but 5 have primary enforcement.

Of the 4 states without an all driver texting ban, 2 prohibit text messaging by novice drivers, 1 restricts school bus drivers from texting.



SOURCE: U.S. DEPARTMENT OF TRANSPORTATION

TIA

Sec. 602b.

(1) Except as otherwise provided in this section, a person shall not read, manually type, or send a **text message** on a wireless 2-way communication device that is located in the person's hand or in the person's lap, including a wireless telephone used in a cellular telephone service, or personal communication service, while operating a motor vehicle **that is moving on a highway or street in this state.**

TIA

IMPACT OF CELL PHONE USE ON DRIVING PERFORMANCE

- Talking on a cell phone, of any type, was not associated with a safety-critical risk.
- Visual-manual subtasks performed on a hand-held cell phone were associated with an increased crash risk and significantly increased the percentage of time drivers took their eyes off the forward roadway.

SOURCE: VTTI



CALIFORNIA ENACTED A BAN ON HAND-HELD CELL PHONE USE IN JULY, 2008



CELL PHONE DISTRACTED DRIVING DEATHS DOWN

Based on traffic crash records two years before and two years after the hand-held ban went into effect:

- Overall traffic deaths declined 22%
- Hand-held cell phone driver deaths went down 47%

SOURCE: CALIFORNIA OFFICE OF TRAFFIC SAFETY



A Statewide Intercept Opinion Survey showed 40% of California drivers reported they talk less (hand-held and hands-free) since the enactment of the hand-held cell phone ban.

SOURCE: CALIFORNIA OFFICE OF TRAFFIC SAFETY 

CHP CITATIONS ISSUED

	2009	2010	2011	2012	2013	2014	2015 Partial Year	TOTAL
Hand-Held Wireless Telephone: Prohibited Use	138,243	146,906	166,162	166,350	142,061	106,023	35,039	896,774
Electronic Wireless Communications Device: Prohibited Use	1,774	3,353	7,919	11,319	13,919	12,692	5,905	56,891
23124, (a). Person under the age of 18 years shall not drive while using a wireless telephone or an electronic communications device, even hands-free	251	191	211	247	177	148	61	1,283
TOTALS	137,268	150,450	173,282	167,916	156,157	118,863	41,005	

SOURCE: CALIFORNIA HIGHWAY PATROL 

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SOURCE: CALIFORNIA HIGHWAY PATROL 

"Highly visible and publicized enforcement, along with the cooperation of the motoring public to reduce distractions behind the wheel, has played a significant role in the reduction of collisions."



Commissioner Joe Farrow
California Highway Patrol



PROPOSED SEC. 602b.

(1) Except as otherwise provided in this section, a person shall not hold or use a portable electronic device while operating a motor vehicle on a highway or street in this state, including operation while temporarily stationary because of traffic, a traffic light or stop sign, or otherwise, but not including operation when the vehicle has been pulled over to the side of or off the roadway and is stopped in a location where it can safely remain stationary.



A person may activate or deactivate a portable electronic device while he or she is operating a motor vehicle if the portable electronic device is mounted on the windshield, dashboard, or center console in a manner that does not hinder the person's view of the road and if the person's hand is used to activate or deactivate a feature or function of the portable electronic device with a single swipe or tap of the person's finger.



This subsection does not apply:

- To a person who uses a portable electronic device while operating a motor vehicle if the portable electronic device is specifically designed and configured to allow voice-operated and hands-free operation and is being used in that manner by the person when operating the motor vehicle.



- To a person who holds or used a portable electronic device while operating a motor vehicle if the vehicle is stopped at the side of or off of a public highway in a location where the vehicle is not otherwise prohibited from stopping by law, rule, regulation, or a lawful order or direction of a police officer.



DEFINITION OF "PORTABLE ELECTRONIC DEVICE"

- Wireless telephone
- Electronic wireless communication device
- Personal digital assistant
- Device that has mobile data access
- Laptop computer
- Pager
- Broadband personal communication device



- 2-way messaging device
- Electronic game
- Portable computing device
- Any other electronic device that is used to conduct a search or to input, write, send, receive, or read text for present or future communication.



PORTABLE ELECTRONIC DEVICE DOES NOT INCLUDE

- Amateur radio equipment used by a licensee of the Federal Communications Commission
- Persons who are using a transceiver or transmitter-receiver radio.



DEFINITION OF "USE"

Holding a portable electronic device while conducting any of the following:

- A search
- Viewing, taking, or transmitting an image or video
- Playing games



For the purpose of present or future communication:

- Performing a command or request to access an internet page
- Composing, sending, reading, viewing, accessing, browsing, transmitting, saving, or retrieving an e-mail message, text message, instant message, or other electronic data.



WHAT ARE THE PROPOSED PENALTIES?

VIOLATION	FINE	POINTS
1 st Offense - Current	\$100.00	0
2 nd or Subsequent Offense - Current	\$200.00	0
1 st Offense - Proposed	\$250.00	0
2 nd Offense - Proposed	\$500.00	1
3 rd or Subsequent Violation - Proposed	\$500.00	2



OUR GOAL

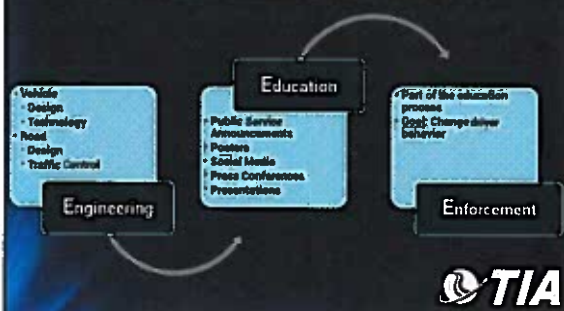
0 DEATHS
INJURIES
CRASHES



ALLY ZIMMERMAN



TEAM EFFORT 3 E'S OF TRAFFIC SAFETY



QUESTIONS?



THANK YOU FOR YOUR
COMMITMENT TO SAFETY!